

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5006

九月廿八日光緒三十四年

THURSDAY, OCTOBER 22, 1908.

四拜禮

十一月廿二號

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

## Banks.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £1,500,000 at 1/100 = \$15,000,000  
Silver ..... \$14,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:  
E. Shillim, Esq.—Chairman.  
Hon. Mr. W. J. Gresson—Deputy Chairman.  
E. G. Barrett, Esq. | R. Stewart, Esq.  
G. Friesland, Esq. | Hon. Mr. H. A. W.  
U. S. Gubbay, Esq. | Slade  
W. Helms, Esq. | H. E. Tomkins, Esq.  
U. R. Lenmann, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 3 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3 per cent. per Annum.  
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 15th October, 1908. [24]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1908. [28]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222  
RESERVE FUND ..... GOLD \$3,250,000  
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE-HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months, 4 per cent. per annum.

6 " " 4 " "

3 " " 3 " "

2 " " 2 " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

NEEDERLANDSche NEDERLANDSche MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (\$3,750,000). RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.  
Do. 6 do. 4½ do.  
Do. 3 do. 3½ do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July, 1908. [26]

## Banks.

### YOKOHAMA SPECIE BANK, LIMITED.

PITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO, CHIPOO, TIENSIN, PEKIN, NEWchwang.

OSAKA, DALNY, PORT ARTHUR.

LONDON, LYONS, ANTUNG.

NEW YORK, SAN FRANCISCO, LIOYANG.

HONOLULU, MUKDEN.

BOMBAY, TIE-LING.

HANKOW, CHANG-CHUN.

TAKHO TAKAMICHI,

Manager.

Hongkong, 13th September, 1908. [23]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,525,000

RESERVE LIABILITIES OF PROPRIETORS ..... £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 3 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

6 " " 6 " " 4 " "

3 " " 3 " " 2 " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [29]

### DEUTSCH-ASIATISCHE BANK.

PAID-FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsinanfu, Tsingtao, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Blischroeder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warschaer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Frankfurt Jacob S. Stern

3, a.m.

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koen.

Bayerische Hypotheken und Wechselbank

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

### THE SAVOY,

13, Queen's Road Central.

### FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Satin

Drawn Work, &c.

Hongkong, 2nd July, 1908. [633]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 30th Oct.	Freight air
	Capt. J. D. Andrew, R.N.R.	Oct.	Passage
LONDON, &c., via usual Ports	ASSAYE	31st Oct.	See Special Advertisements.
	Capt. C. L. Daniel	Noon	
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID	SUMATRA	4th Nov.	Freight and Passage
	Capt. E. W. Bruce		
	and MARSEILLES		
SHANGHAI, MOJI, KOBE & YOKOHAMA	SOMALI	31st Nov.	Freight and Passage
	Capt. A. G. Cubitt, R.N.R.		

For Further Particulars, apply to

E. A. HEWITT,

Superintendent.

Hongkong, 19th October, 1908. [7]

## Intimations.

### LANE, CRAWFORD & CO.

AGENTS FOR

### AQUASCUTUM RAINCOATS.

### THE ACME OF SMARTNESS, COMFORT & DURABILITY.

\$45.00 each.

### OTHER MAKES

From \$25.00 each.

## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE "KLEIST" FRIDAY,  
and YOKOHAMA Capt. Rud. Meyer 6 A.M., 23rd October.MANILA, YAP, NEWGUINEA, PRINZ SIGISMUND THURSDAY,  
BRISBANE, SYDNEY and Capt. D. Lenz 5 P.M., 5th November.  
MELBOURNE

For further particulars, apply to:

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 22nd October, 1908.

## Intimation. THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair-work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soets, A. 1, and Watius.

Yokohama, May 23rd, 1905.

## Intimations.

DR. W. R. LAMB,  
AMERICAN OCULIST AND OPTICIAN.KING EDWARD HOTEL ANNEXE NO. 21,  
UNTIL OCTOBER 25TH, INCLUSIVE.

HAS the pleasure of announcing to the Citizens of Hongkong that he will extend his stay here until the 25th inst., as the time just announced has not been sufficient to attend to all who wish to consult him.

Dr. LAMB makes a specialty of Examining and Refracting the Eyes and Fitting Glasses, and he has all the modern instruments and apparatus, including the Javal Ophthalmometer and Electric Ophthalmoscope for examining and refracting the eyes in the most thorough and perfect manner, and according to the latest and most approved methods as employed in the Metropolitan Eye Clinics, by the best oculists abroad, and the largest supply and greatest variety of all kinds and styles of lenses and mountings of the best quality ever brought to this Colony, including over three thousand different spherocylindrical and prismatic lenses made specially to order for the correction of astigmatism and other Optical troubles which the ordinary spherical lenses commonly used will not correct. The great majority—four fifths at least of those in need of glasses, require special lenses of this kind which are always made to order and are absolutely necessary for the perfect correction of defective vision and the permanent maintenance of perfect sight.

Those who are troubled with weak or defective vision, who suffer from eyeache, headaches in the orbital region, inflammation of the eyes or lids or weakness of the ocular muscles, or any of the numerous conditions due to eye strain and necessitating the use of glasses—and most of these troubles are permanently cured by accurate refraction and properly adjusted glasses—should avail themselves of the exceptional opportunity of having their eyes thoroughly and scientifically examined and refracted and obtaining glasses of the right kind as this opportunity for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, is equal in every respect to the best obtainable anywhere abroad, as those who consult him are willing to attest.

Dr. LAMB is certified in optics as well as in medicine and has made the Eyes a specialty for over 20 years so that all glasses supplied to his patients are warranted to be correct and having thousands of references and testimonials from influential citizens of other British Colonies which he has visited professionally he can assure those in need of his services the most thorough, reliable and satisfactory professional work. Charges Reasonable. Consultation Free.

HOURS: 9 a.m. to 12 a.m. 2 to 5 p.m.

Hongkong, 17th October, 1908.

[19]

## HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL, 30.11.08.

AND THREE PRACTICE DANCES.

SCOTSMEN desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,

Hon. Secretary.

Hongkong, 3rd October, 1908.

[190]

## Notices of Firms.

## NOTICE.

I HAVE this day resumed charge of the Company's affairs at this port.

E. A. HEWETT,

Superintendent,

P. &amp; O. S. N. CO.

Hongkong, 19th October, 1908.

[191]

## INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

## GREAT TRANS-SIBERIAN ROUTE

## TO EUROPE.

[192]

## HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates &amp; passenger, &amp;c., in connection with above.

SHEWAN, TOMES &amp; CO.

Agents

Hongkong, 1st Oct., 1908.

[193]

## Consignees.

## FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA."

Captain Echorn, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optical Cargo will be forwarded unless notice to the contrary be given before T.O.D.A.V.

Any cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst., at 1 P.M.

No fire insurance has been effected.

HAMBURG-AMERICA LINIE

Hongkong Office.

Hongkong, 16th October, 1908.

[194]

## NOTICE TO CONSIGNNEES.

## FROM SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATON APCAR."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No fire insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON &amp; CO., LIMITED,

Agents,

Hongkong, 21st October, 1908.

[195]

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft.

Width of entrance, top 95 ft.

bottom 75 ft.

Water on blocks, 27.5 ft.

Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft.

Width of entrance, top 60.5 ft.

bottom 45.8 ft.

Water on blocks, 26.5 ft.

Time to pump out, 2 hours.

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196]

[196

Information.

# Powell's ALEXANDRA BUILDINGS.

## CHILDREN'S OUT-FITTERS.

*Everything  
for  
Children's  
Wear.*

Dainty  
Frocks  
and  
Millinery.



Serviceable  
Tunics,  
Jersey  
and  
Sailor Suits.

Up-to-date  
GOODS  
at  
Moderate Prices.

POWELL'S  
ALEXANDRA  
BUILDINGS.

Hongkong, 20th October, 1908.

### CHINA AND HER FOREIGN RELATIONS.

#### OUTSTANDING QUESTIONS.

##### DR. MORRISON'S VIEWS.

The Peking correspondent of the *Times* under date Augt 27th sends a remarkable letter to the London Journal, from which we make the following extracts:

For some time past observers have been able to record a sensible improvement in the conduct of the foreign affairs of China. The improvement dates from the acceptance by the Viceroy Yuan Shikai of a seat in the Ministry of Foreign Affairs, and from the promotion of Liang Tung-yan, a graduate of Yale, to a Vice-Presidency of the Ministry. The Viceroy brought to the Wai-wu-pu the requisite strength of character, prestige, and influence among his contemporaries, while Liang Tung-yan has supported the Viceroy with a knowledge, rarely equalled among his countrymen, of Chinese and English. The result has been excellent. Complaints are now rarely heard of unanswered dispatches or of exasperating evasion and trickery. China is at present as free from international complications as most other Powers, a result the more striking when one remembers that only eight years ago her Metropolitan Province was in the throes of armed conflict with all the world.

##### RUSSIA.

Speaking broadly, one may say that China has no foreign question on her hands of any magnitude, though she has questions of some importance with Japan, Russia, France, and Portugal, and of lesser importance with the other Powers. Russian activity is dormant pending the arrival of M. Korostovets, the new Russian Minister, who succeeds the lamented Pokotiloff. Under his guidance there is no reason to doubt that Russia and China will resume their traditional friendship. Coterminous with China throughout such an immense distance, Russia must always bulk in the counsels in Peking as one of the greatest Powers. At present it is only in North Manchuria that her interests clash with those of China. In what are called the "Railway Settlements" at Harbin and other points along the Russian Manchurian Railway, large tracts of territory have been purchased by the Russian Railway Company; and according to Article VI. of the Railway Contract of the 8th September, 1896, "La Société aura le droit absolu et exclusif d'administrer de ces terrains." Under this clause the railway claims and exercises full jurisdiction and administrative authority. "Foreigners, as well as Russian and Chinese subjects, who may acquire the right to reside, hold property, and carry on business, within the precincts of the territory of the railway" must sign an agreement attested by their Consuls that they will (a) obey all police, building, sanitary, and trade regulations in force or subsequently to be promulgated; (b) pay all taxes and dues imposed at the will of the administration or municipality; (c) forfeit or abandon all right to have recourse, legal or national, to any redress or compensation in the event of the administration decreeing the forfeiture of his lease, the suspension or closure of his business, and the demolition, at his expense, of any buildings created by him, for non-compliance by the lessee or tenant under the railway with any regulation.

##### JAPAN.

As Russia claims and exercises these rights in the North, so Japan claims and exercises similar rights in the South, where she has become heir to all rights and privileges secured by Russia under her original railway agreements. In the exercise of these rights Japan forbids the Imperial railways of North China from entering the Chinese city Mukden, and interdicts the Chinese railway from crossing the Japanese railway at Kwantung-tu, Tieling, Mukden, Liao-yang, and other large cities of Manchuria past which her South Manchurian railway runs. Japan claims and exercises full authority within the railway territory, treating it as simply an extension of the leased territory of Dalny and Port Arthur. She has occupied large areas wherein she so only exercises administrative rights, but claims jurisdiction over the subjects of all nations.

Among other regulations promulgated by the Japanese Railway under "Company Order 14" for the government of these territories is one establishing the right of domiciliary search and distraintment. Small wonder that the New-chwang Chamber of Commerce is alarmed at such a strange interpretation of the "Complete Evacuation of Manchuria" which leaves Manchuria intersected throughout its greatest length by a strip of alien territory barring the commercial expansion of the sovereign power.

Japan has many outstanding problems with China. Her policy since the war has not tended to inspire confidence. Negotiations for a settlement of questions in dispute are suspended pending the arrival of the new governor of Macao, Lieutenant-Colonel J. A. Rocadas, when delegates appointed by him and by the Legation in Peking will meet the representatives of the Viceroy of Canton and proceed to the delimitation.

THE YUNNAN FRONTIER.

As is the question of posts and telegraphs. Foreigners are specially interested in the post master, because the disgraceful service of the Japanese Post Office, the delay and disappearance of letters entrusted to it, is a daily bitterness. The British Postal authorities fail to realize what we suffer from the deficiencies of the Japanese Post Office in Manchuria. Then there is the question of the Japanese occupation of buildings in Mukden and other cities evacuated by our allies; of the bridge across the Yalu at Antung, and other things. Above all is the veto upon Chinese railway construction north of Heiamiontou.

In China itself there is the important question of the right of residence in the interior away from the treaty ports of such large numbers of Japanese; the frequent abuse of passport; the religious question and the propagation of Reformed Buddhism. Then there is a question that is bound to become of increasing importance—namely, the registration in Fukien Province, abroad of the Japanese population of Formosa, of Chinese as Japanese subjects, on the ground that they or their ancestors were natives of the Island of Formosa. The difficulty is similar to one that formerly caused friction Siam, where France used to register as French subjects, not only the natives, but the descendants of the "anciens habitants" of the territory east of the Mekong, which in 1891 had passed into her possession.

Of trade questions with Japan, the most important for foreigners in China is the infringement of trade-marks, the forgery of foreign bank-notes, and the importation into China of Japanese imitations of Chinese provincial notes. Fortunately, since the publication in the *Financial and Commercial Supplement* of the *Times* of April 10th of extracts from Sir Claude MacDonald's important dispatch of January 18th, wherein the Ambassador declared that in a half-hour's walk in Tokyo he could find ten to twenty imitated British trade-marks, much attention has been given to the matter and there are signs of an awakening of conscience. Imitation by Chinese of British trade-marks is not serious, but the importation on a large scale in China of Japanese imitations of British trade-marks is very serious indeed, and requires quite as trenchant criticism as the traffic has received at the hands of the chairman of the China Association and other authorities.

##### THE "TATSU-MARU."

Such are briefly the main questions that China has to arrange with Japan, the "Great Eastern Nation." Next in order comes the dispute with the "Great Western Nation," as Portugal termed, over the delimitation of the boundaries of Macao. The case is one of considerable interest. It has assumed its present importance since the seizure of the Japanese steamer *Tatsu-maru* when running arms into Macao. China was compelled to make adequate reparation and apology for the affront to the Japanese flag. But, apart from this there was the controversy whether the vessel was seized in the territorial waters of China, as China declared, or of Portugal, as was contended by the Portuguese.

By the Protocol of Lisbon, signed on March 26th, 1897, China confirmed the "perpetual occupation and government of Macao and its dependencies by Portuguese possession." The Protocol was signed on behalf of China by Mr. J. D. Campbell, the representative of the Chinese Maritime Customs in London. It was signed in order to secure the admission of Macao to the Hongkong Opium Convention of September 1st, 1885. Later in the year the treaty arising from the Protocol was signed in Peking, but the Chinese refused to insert the words "and its dependencies." The treaty was signed on December 1st, 1887, with this omission. It stipulated that "Commissioners appointed by both Governments shall proceed to the delimitation of the boundaries which shall be determined by a special convention." Twenty years have passed, and the delimitation of the boundaries has never been proceeded with—that is now the difficulty.

There have been occasions since the *Tatsu-maru* incident when the dispute might have become complicated but for the friendly intervention of the British Legation. At present negotiations in Peking are suspended pending the arrival of the new governor of Macao, Lieutenant-Colonel J. A. Rocadas, when delegates appointed by him and by the Legation in Peking will meet the representatives of the Viceroy of Canton and proceed to the delimitation.

##### THE YUNNAN FRONTIER.

With France China has no question of any importance except that arising from the Yunnan frontier incident. The negotiations are following a normal course. China has paid the indemnity of 250,000 francs, and is engaged in inquiring into the culpability of the culprits. Her rep'y regarding more ample recognition of the rights of the two Anglo-French mining companies in Yunnan is not regarded as satisfactory, for it simply refers back to the original agreements, the evasion of which has been a chief ground of complaint. And the Viceroy has not yet been removed. Reports reaching Peking from foreigners in the Province, other than the French officials interested in his removal, speak highly of the action of the Viceroy during the recent troubles in repelling the raid and preventing the extension of the movement into the interior. Moreover, he has done such admirable work in the suppression of opium that his removal will not be received with unmixed satisfaction.

No statement of claim for losses sustained by the Yunnan Railway owing to the suspension of work during the disturbance has yet been presented to China. In the meantime the Chinese are complaining that many Chinese are being arrested in Indo-China and interned as "Revolutionaries" who are really inoffensive people who have failed to pay the poll tax. There is wide divergence in the statements of fact presented by both sides, and it will be well if the present question leads to a reorganization of the conditions prevailing along the frontier. China has no Consulate in Indo-China but is understood to hope that after the settle-

ment of the present misunderstanding Consuls may be permitted.

Germany has no question with China. She has caused some stir by suddenly assuming the protectorate of Turkish official subjects in China, but of this you have been informed by cable. A Turkish official is in Peking at the present moment, the Sheikh Ali Riza Efendi.

Recently Germany reminded China of the mining rights secured to Germany along the railway now under construction from Tientsin through Shantung Province to the River Yangtze, opposite Nanking. Along the Shantung section of the railway Germany can invoke the terms of the Kiao-chou agreement, and claim a monopoly of mining within a distance of ten miles on each side of the railway. At the present juncture the concession is of importance, because of the existence close to the railway near the southern border of the province of a valuable deposit of coal, from which supplies can be drawn for the railway.

##### AMERICAN FRIENDSHIP.

With America the relations of China are unusually cordial, and the reception accorded to the fleet at Amoy at the end of October will be on an unprecedented scale. There was at one time a belief that the visit of the fleet might in some way assist China in her negotiations with Japan, "giving her face" and magnifying her prestige, and no doubt many Chinese still hope for some vague and undefined assistance which America has never dreamed of tendering. Really the unexampled honour shown the fleet is an acknowledgment of the action of the President in relieving China of the payment of the unexpected balance of the excessive Boxer indemnity secured by the United States in the Protocol of 1901. The further acknowledgment of the President's action, the annual sending of Chinese students to America, is one of the wisest things China ever did. To Mr. Rockhill largely belongs the credit of a policy that, above all others, will make for solid friendship and will be of far-reaching importance throughout the Empire. To America also belongs the credit of originating the Opium Inquiry Commission, which will meet in Shanghai on January 1st. Her chief representative will be Bishop Brent, who was a member also of the Philippine Opium Commission. England will be represented, among others, by our commercial Attaché in China, Sir Alexander Hosie, who will bring to the conference a knowledge of the subject that will not be surpassed by any other delegate.

To continue the survey. Of the minor Powers Belgium has the largest stake in China, but her interests are purely commercial. She is interested in the redemption of the Peking-Hankow Railway, a work mainly due to Belgian enterprise. She is also interested in the dispute, regarding the Chinese Engineering and Mining Company, the bulk of the shares of the company being held in Belgium, the mining staff being exclusively Belgian, and most of the orders being placed in Belgium; whilst it is a Belgian, the Chevalier de Wouters, whose evidence, if it should ever be given at The Hague, will have material effect in assisting the Tribunal to understand the solidity of Chinese opposition.

This unfortunate dispute is of some standing, and has already appeared before the British law Courts. Added interest is given to it by the belief that China now desires to carry her case before the Judicial Tribunal of The Hague. It is a complicated case, for the transaction which is the subject of dispute was effected by a German, an American, and a Belgian, though it is England that has to bear the opprobrium, for the company is registered as a British company, and has two British military officers on the active list as its general managers, though they, of course, are in no way responsible for what occurred years before they joined the company. It is to be hoped that the dispute may be arranged without recourse to The Hague. The case while it continues blocks the way of other concessions. China constantly cites it as the reason why mining laws have been drafted so as to exclude foreign participation in mining enterprises in China.

##### RELATIONS WITH GREAT BRITAIN.

England has no serious question with China, though she has every reason to be dissatisfied with the hopeless confusion of Chinese currency, with the unsatisfactory condition of Chinese mining regulations, with the multiplication of inland barriers, and disregard of transit passes. She has, in fact, many reasons to complain that so many provisions of the Mackay Treaty, devised for the improvement of commercial intercourse, remain a dead letter; and it is being a question whether some remonstrance should not be addressed to the Chinese Government to abolish eunuchs and domestic slavery and reorganize the administration of justice. Extraction of guilt by torture is still universal throughout the Empire, though Article 12 of the Mackay Treaty is always there to remind the world that "China having expressed a strong desire to reform her judicial system and bring it into accord with that of Western nations" Great Britain agrees to give every assistance to such reform.

Various concessions are the subject of negotiation with the Chinese, among others from 30,000 each. Illustrated catalogue of latest model Shot Guns, Combination Gun, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, E.C. England.

British agent, a most capable and trustworthy official, has long had to occupy a position of much inferiority to that of the Russian Consul-General, though our interests there are of considerable importance.

Finally, we have good reason to be satisfied with the increasing authority of the British Legation and the remarkable spread of the knowledge of English, leading to higher national efficiency, as well as to a much easier intercourse with the people, official and otherwise. At the Wai-wu-pu beside the Minister Liang-Tun-ye, there is a highly trained staff of English-speaking secretaries, and every Minister in Peking has now competent interpreters versed in foreign ways.

### Public Company

#### CANTON INSURANCE OFFICE, LIMITED.

##### NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the Undersigned to-MORROW, the 23rd inst., at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, 1908, both days inclusive.

JARDINE, MATHERSON & CO., LTD.  
General Agents.

Hongkong, 22nd October, 1908. [886]

### Auction.

#### BY ORDER OF THE MORTGAGEES.

#### PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION:

#### on WEDNESDAY,

the 28th day of October, 1908, at 3 o'clock in the afternoon, at their Sales Rooms, No. 8, Des Vaux Road Central, (corner of Ice House Street),

#### THE FOLLOWING VERY VALUABLE LEASEHOLD PROPERTY,

situate at Victoria in the Colony of Hongkong, viz.:

ALL THOSE TWO PIECES OR PARCELS OF GROUND situate at Victoria aforesaid and registered in the Land Office respectively as MARINE LOT NO. 264—\$18,000, and MARINE LOT NO. 265 together with the messuages theron known as Nos. 22, 23, 24, 25 Praya, Kennedy Town.

Annual Crown rent payable in respect of Marine Lot No. 264—\$18,000, and in respect of Marine Lot No. 265—\$20,000. Area, Marine Lot No. 264—16,350 Square Feet, Marine Lot No. 265—18,800 Square Feet or thereabouts.

Each of the above Lots is held for the unpaid residue of the term of 999 years commencing on the 24th day of June, 1887.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, Solicitors for the Mortgagees, or to

Messrs. HUGHES & HOUGH, Government Auctioneers.

Hongkong, 13th October, 1908. [912]

### Intimations.

#### GUNS

DIRECT from the manufacturers at lowest prices. 12 bore Double Breechloaders from 30s each. Illustrated catalogue of latest model Shot Guns, Combination Gun, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Minories, London, E.C. England.

#### COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. Daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAIRN, Manager.

Hongkong and Ice Co., Ltd. [61]

#### O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

#### NOVELTIES OF THE SEASON.

Trimmed and Untrimmed HATS, RIBBONS, FLOWERS, FEATHERS, &c., &c.

#### LACE SCARFS, MOTOR VEILS IN VARIOUS COLORS.

#### MOUSQUETE GLOVES IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVILLE, INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast Port orders carefully executed.

Hongkong, 20th October, 1908. [913]

### Intimations

#### CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion?" If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is recommended I shall resort to it in full belief in its power to help me." On these lines

#### WAMPOLE'S PREPARATION

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the

## Intimations.

## Suicide at Fen.

SECOND ENGINEER'S DEATH.  
SHOOTS HIMSELF THROUGH THE HEAD.

Shipping men trading up and down the coast will learn with some regret of the death of Mr. David Mason Dickie, second engineer of Messrs. Jardine, Matheson and Company's steamer *Chengkung*, who committed suicide on the 20th instant, while the vessel was ploughing her way to this port. It is needless to remark that the sad occurrence has cast a gloom over the ship.

What was the immediate cause for the rash act is at present wrapped in the cloak of mystery, which will, probably, never be solved. The *Chengkung* left Tientsin on the 14th instant, bringing with her a number of time-expired soldiers of the Cameron Highlanders, and a cargo of general merchandise. Light moonlight and a calm sea was experienced during the trip.

To those on the *Chengkung* no untoward incident seemed likely to happen on board during the steamer's voyage down, and as far as Mr. Dickie was concerned he appeared to be in his usual spirit. On Tuesday last, however, when everything was quiet on board, and while Captain V. McClymont-Liddell was on the bridge, a revolver shot sounded throughout the length and breadth of the ship. The grim tragedy had been enacted. Attracted by the sound the captain and another officer proceeded to the second engineer's cabin, and, finding the door locked, an entrance was forcibly made. The sight that met their eyes was a painful one indeed. Mr. Dickie, as we are informed, was lying on the settee, his face covered in blood, which was flowing from his head and mouth. At his side lay a revolver with a cartridge missing.

Mr. Dixon submitted that he did not make out the writ himself. It was issued by his client, to whom some allowance should be made, as he did not know the technicalities. He did not think his friend was in any way embarrassed, and he asked for permission to amend the writ.

Mr. Morrell objected.

Mr. Dixon said that his Lordship had power to give leave for amendment, as the defendant was in no way embarrassed.

The Court—Were you embarrassed in any way?

Mr. Morrell—I don't think that comes into the question.

The Court—I think I will give permission to amend.

Mr. Morrell—with a penalty?

Mr. Dixon—Absurd. My friend took the step. He was in Court last Friday and he made no objection.

The Court—You brought him here as defendant.

Eventually his Lordship gave his consent to have the writ amended.

Mr. Dixon then opened the case for the plaintiff. He said that goods had been supplied to the order of the defendant. Sometimes she ordered the goods by letter; sometimes she called herself. Some days ago the bill was sent to her. She interviewed the plaintiff and said she could not pay the bill as she was "hard up."

At this stage Mr. Morrell submitted his case. He said that the goods were gifts to the defendant, made by the plaintiff.

Plaintiff was called to the box to prove the claim, after which Mr. Morrell took him in hand.

Is your business a prosperous one? he asked. That's my business. It has nothing to do with you, replied plaintiff.

Answer the question. Is it a prosperous one?—Yes.

Where were you born?—I can't answer that question.

Were you born in India?—I don't know.

Where were you brought up?—I don't know.

Where did you live when you were a boy?—I can't say.

Mr. Morrell appealed to the Court, who called upon plaintiff to reply.

Where were you brought up?—In Bombay.

Is your father alive?—Yes.

Why did you come to Hongkong?—My own wish.

Answer the question. I came of my own wish, I will tell you why. Your brother kicked you because you were a waster, is that not so?—No.

Mr. Dixon objected to the question, which he said, was entirely unconnected with the case.

Mr. Morrell submitted that he was going to prove that the plaintiff's story could not be believed, and that was the reason why he wanted his character.

Mr. Dixon said his friend was not entitled to attack the character of his client. The plaintiff could stand more mud-throwing than the defendant, in which direction it would stick.

Mr. Morrell (containing)—You still deny that you were turned out by your brother in Bombay?—Yes.

When you came here what did you do?—I went to live with a friend of mine.

What did you do for a living?—My father sent me here to my friends.

So it was your father who kicked you?—No.

What did you do for a living?—Got it from my friends.

Now didn't you go as a clerk to O. C. Moore and Company at \$10 a month?—Not as a clerk.

Was not your pay \$10?—I had no pay. I drew what I liked.

And you overdrove your wages and a writ was issued against you?—Yes.

How did you settle the matter?—Who lent you the money?—I paid it myself; nobody lent me any.

The magistrate discharged the men with a caution.

## THE CHIENTAO CONFLICT.

## A REASSURING VERSION.

Tokio, October 16.—In regard to the fighting at Chientao on the 12th instant, the unofficial Japanese version is to the effect that Chinese soldiers obstructed some Koreans who were constructing barracks for the Japanese gendarmerie. The gendarmes interfered. Eventually both gendarmes and Chinese soldiers received reinforcements until they numbered twenty and sixty respectively. The fighting lasted three hours, but the incident was subsequently settled amicably. Two of the accused to four months' hard labour each.

After we had gone to press yesterday, Mr. J. H. Kemp (first police magistrate) gave his decision in the case in which three coolies were charged with entering the ground floor of 9, Tare Mee Alley and stealing six bales of paper, valued at \$40 and a large quantity of tea leaves, worth \$65. His Worship sentenced two of the accused to four months' hard labour each. The third man was discharged.

The British steamer *Chengkung* reached port last evening from Tientsin, having experienced fine weather all the way down. She had on board 150 time-expired men belonging to the Cameron Highlanders, in charge of Major Brodgen and Captain Crichton. Those men will sail for the homeland in a few days on board a trooper.

After we had gone to press yesterday, Mr. J. H. Kemp (first police magistrate) gave his decision in the case in which three coolies were charged with entering the ground floor of 9, Tare Mee Alley and stealing six bales of paper, valued at \$40 and a large quantity of tea leaves, worth \$65. His Worship sentenced two of the accused to four months' hard labour each. The third man was discharged.

## "Mud-Throwing."

## INDIAN'S CHARACTER DISCUSSED.

## EUROPEAN WOMAN SUED FOR ALLEGED DEBT.

Considerable interest and no little amusement was aroused in the Supreme Court this afternoon, when Messrs. S. E. Allana and Company, drapers, of D'Aguilar Street, sued Miss M. Hayes, residing at 12, Wyndham Street, to recover the sum of \$74 for goods sold and delivered.

The claim alleged the supply of "slippers" to the defendant, which was denied. There was little or no interest manifested in this, but when talk of "gifts" was introduced and the plaintiff's character questioned, the mirth began. The plaintiffs were represented by Mr. C. F. Dixon, of Messrs. Hasting and Hastings, Mr. G. E. Morrell, of Messrs. Goldring, Baillou and Morrell, was instructed by the defense.

When the case opened, Mr. Morrell took objection to the way the writ was served. He said that as the plaintiff firm was owned by one man he could not sue in the firm's name, but only in his own, and he asked that the case be dismissed with costs.

Mr. Dixon submitted that he did not make out the writ himself. It was issued by his client, to whom some allowance should be made, as he did not know the technicalities. He did not think his friend was in any way embarrassed, and he asked for permission to amend the writ.

Mr. Morrell objected.

Mr. Dixon said that his Lordship had power to give leave for amendment, as the defendant was in no way embarrassed.

The Court—Were you embarrassed in any way?

Mr. Morrell—I don't think that comes into the question.

The Court—I think I will give permission to amend.

Mr. Morrell—with a penalty?

Mr. Dixon—Absurd. My friend took the step. He was in Court last Friday and he made no objection.

The Court—You brought him here as defendant.

Eventually his Lordship gave his consent to have the writ amended.

Mr. Dixon then opened the case for the plaintiff. He said that goods had been supplied to the order of the defendant. Sometimes she ordered the goods by letter; sometimes she called herself. Some days ago the bill was sent to her. She interviewed the plaintiff and said she could not pay the bill as she was "hard up."

At this stage Mr. Morrell submitted his case. He said that the goods were gifts to the defendant, made by the plaintiff.

Plaintiff was called to the box to prove the claim, after which Mr. Morrell took him in hand.

Is your business a prosperous one? he asked. That's my business. It has nothing to do with you, replied plaintiff.

Answer the question. Is it a prosperous one?—Yes.

Where were you born?—I can't answer that question.

Were you born in India?—I don't know.

Where were you brought up?—I don't know.

Where did you live when you were a boy?—I can't say.

Mr. Morrell appealed to the Court, who called upon plaintiff to reply.

Where were you brought up?—In Bombay.

Is your father alive?—Yes.

Why did you come to Hongkong?—My own wish.

Answer the question. I came of my own wish, I will tell you why. Your brother kicked you because you were a waster, is that not so?—No.

Mr. Dixon objected to the question, which he said, was entirely unconnected with the case.

Mr. Morrell submitted that he was going to prove that the plaintiff's story could not be believed, and that was the reason why he wanted his character.

Mr. Dixon said his friend was not entitled to attack the character of his client. The plaintiff could stand more mud-throwing than the defendant, in which direction it would stick.

Mr. Morrell (containing)—You still deny that you were turned out by your brother in Bombay?—Yes.

When you came here what did you do?—I went to live with a friend of mine.

What did you do for a living?—My father sent me here to my friends.

So it was your father who kicked you?—No.

What did you do for a living?—Got it from my friends.

Now didn't you go as a clerk to O. C. Moore and Company at \$10 a month?—Not as a clerk.

Was not your pay \$10?—I had no pay. I drew what I liked.

And you overdrove your wages and a writ was issued against you?—Yes.

How did you settle the matter?—Who lent you the money?—I paid it myself; nobody lent me any.

The magistrate discharged the men with a caution.

## THE CHIENTAO CONFLICT.

## A REASSURING VERSION.

Tokio, October 16.—In regard to the fighting at Chientao on the 12th instant, the unofficial Japanese version is to the effect that Chinese soldiers obstructed some Koreans who were constructing barracks for the Japanese gendarmerie. The gendarmes interfered. Eventually both gendarmes and Chinese soldiers received reinforcements until they numbered twenty and sixty respectively. The fighting lasted three hours, but the incident was subsequently settled amicably. Two of the accused to four months' hard labour each.

After we had gone to press yesterday, Mr. J. H. Kemp (first police magistrate) gave his decision in the case in which three coolies were charged with entering the ground floor of 9, Tare Mee Alley and stealing six bales of paper, valued at \$40 and a large quantity of tea leaves, worth \$65. His Worship sentenced two of the accused to four months' hard labour each. The third man was discharged.

The British steamer *Chengkung* reached port last evening from Tientsin, having experienced fine weather all the way down. She had on board 150 time-expired men belonging to the Cameron Highlanders, in charge of Major Brodgen and Captain Crichton. Those men will sail for the homeland in a few days on board a trooper.

After we had gone to press yesterday, Mr. J. H. Kemp (first police magistrate) gave his decision in the case in which three coolies were charged with entering the ground floor of 9, Tare Mee Alley and stealing six bales of paper, valued at \$40 and a large quantity of tea leaves, worth \$65. His Worship sentenced two of the accused to four months' hard labour each. The third man was discharged.

## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## INTERPORT CRICKET.

## SHANGHAI WON BY TEN WICKETS.

## HONGKONG'S COLLAPSE.

## 49 RUNS FOR SIX WICKETS.

## [From Our Own Correspondent.]

Shanghai, 21st October, 6 p.m.

Hongkong's first innings was somewhat discouraging to the visitors after the Home team had scored 228 runs.

When stumps were drawn at the conclusion of the day's play, the scores stood as follows:

W. C. D. Turner, c Lanning, b Rasmussen .....

Delayed by bad weather.

Tokio, October 16.

Rear-Admiral Charles S. Perry has sent a wireless message this morning to announce that owing to the heavy weather the Fleet may not arrive at Yokohama before Sunday. It is expected that it will anchor outside in the bay on Saturday evening, but will not enter the harbour before Sunday morning, for the convenience of the reception.

A MODIFICATION OF THE PROGRAMME.

The dispatch-boat *Yankton* is encountering storms en route and has not yet reached Yokohama.

The programme of the reception has been slightly changed.

The fleet will leave Yokohama on October 25.

ARRIVAL OF THE CHINESE COMMISSIONERS AT SHANGHAI.

His Highness Prince Yu Long and H.E. Liang Tso-yen, Vice-President of the Wei-wu-pui, appointed by the Empress Dowager and Emperor to go to Amoy to welcome the American Fleet in their Imperial Majesties' name, arrived here by the 6.45 p.m. train yesterday from Nanking, report the *N. C. D. News* of 16th instant. Admiral Billings, the Shanghai Tao-tai and a large number of the leading local officials and gentry were at the Railway Station to meet the Commissioners. The place was prettily decorated with busting, and small national Dragon flags were planted at intervals of a few feet along the whole distance of the fence which lines the private road of the station. Troops lined the roadway on both sides of the fence and there were also three brass bands present besides a strong body of gendarmes armed with rifles and bayonets. Both regular and gendarmes looked neat and workmanlike in their foreign-styled uniforms. After the Prince and H.E. Liang Tso-yen had received the officials and gentry in the special car that had brought the distinguished party from Nanking, they entered carriages and drove over to the Bureau of Foreign Affairs on the Bubbling Well Road where they will reside during their few days' stay in Shanghai. At the Bureau a dinner was given them last night by the principal members of the Canton Guild, H.E. Liang Tso-yen being a Cantonese. We also understand that his Excellency's schoolmates and comrades of the Chinese Educational Mission to the United States in the seventies will give a dinner and reception to him during his stay here. We may state that H.E. Viceroy Tuan Fang's only son Mr. Tokro (who has studied in America) is a member of the Commissioners' suite, besides other American-educated gentlemen. Tao-tai M. Y. Chung and C. L. Wong, retiring and new Directors of the Shanghai Nanking Railway, went yesterday afternoon to Soochow to meet and escort the Commissioners here, while Tuohu- B. C. Wan, Director of the Liangkien Bureau of Foreign Affairs, at Nanking, also came, having been deputed by Viceroy Tuan Fang to accompany the party as far as we may state that H.E. Viceroy Tuan Fang's only son Mr. Tokro (who has studied in America) is a member of the Commissioners' suite, besides other American-educated gentlemen. Tao-tai M. Y. Chung and C. L. Wong, retiring and new Directors of the Shanghai Nanking Railway, went yesterday afternoon to Soochow to meet and escort the Commissioners here, while Tuohu- B. C. Wan, Director of the Liangkien Bureau of Foreign Affairs, at Nanking, also came, having been deputed by Viceroy Tuan Fang to accompany the party as far as we may state that H.E. Viceroy Tuan Fang's only son Mr. Tokro (who has studied in America) is a member of the Commissioners' suite, besides other American-educated gentlemen. Tao-tai M. Y. Chung and C. L

## Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

## BRITISH SUSPICIONS.

THE DALAI LAMA.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

The British Minister in Peking has requested the Imperial Government to be on the qui vive lest the Dalai Lama should enter into embarrassing agreements with other Powers.

## LEGATION GUARDS.

PARTIAL WITHDRAWAL BY AMERICA AND JAPAN.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

Both the American and Japanese Ministers have agreed to withdraw half their respective Legation Guards in the first moon of the new Chinese Year.

## CONSTITUTIONAL GOVERNMENT.

PROCLAMATION THROUGHOUT THE EMPIRE.

[By courtesy of the "Sheung Po."]

Peking, 21st October.

After the Empress Dowager's birthday, proclamations respecting the granting of constitutional government will be posted up throughout the Empire.

[Reuters.]

## The French Navy.

London, 20th October.

The French Chamber has, by 568 votes to 1, passed a resolution deplored the negligence which has caused the mishaps in the navy, in consequence of which the Minister of Marine has resigned his portfolio.

The Chamber passed a vote of confidence in the Government.

## Ministerial Appointment.

Mr. T. McKinnon Wood has been appointed parliamentary Under-Secretary for Foreign Affairs.

Later.

## The European Situation.

The Emperor, in opening the Prussian Diet, said that events in the Near East, although politically interesting to Germany, were less so to her than to other Powers, from whom they would demand serious notice.

Germany was faithfully co-operating with her allies in the work for a peaceful and equitable solution of the questions pending.

Two "Young Turks," who are at present in Sofia, are endeavouring to pave the way for an agreement on pending questions, notably in regard to the Rumelian tribute, which Bulgaria refuses to pay henceforward.

Austria and Turkey are also negotiating directly, and it is not improbable that the conference, if it meets, will be mainly occupied in registering such international agreement.

## CAMPING ON AN ISLAND.

## A SHIPWRECKED CREW.

## AMERICAN LADIES' FLIGHT.

Sydney, September 19.

The steamer *Aeon*, which went ashore on Christmas Island on July 18, while bound from San Francisco to Sydney, is reported by the five men of the crew who have reached Fanning Island, the mid-Pacific cable station, to be a total wreck.

They say that all the crew and passengers, who include the wives of several American naval officers, are safe and well.

They are camping out on Christmas Island, and have ample food and water from the ship's supplies. A bough has been built for the ladies.—Reuters.

[There are three Christmas Islands. The one referred to in the Pacific Ocean—lat. 8° E., point 1° 41' N., long. 137° 30' W. It was discovered by Cook on Dec. 24, 1770, and is about 60 miles in circuit. It belongs to the United States.]

## CHINESE CREW REFUSE TO WORK.

Victoria (B.C.).

Further information which has come to hand regarding the wreck of the *Aeon* in mid-Pacific shows that the survivors living on Christmas Island number sixteen.

All the boats except two were smashed to pieces on the reef. It took a month to remove the cargo and prepare a boat for the voyage to Fanning Island.

The Chinese crew refused to work owing to the abysmal ratios. Old wrecks and graves were found on Christmas Island.—Reuters.

## THE RULE OF THE ROAD.

## CHARRY-TRAM COLLISION.

The necessity for some attention to the question of the rule of the road in Hongkong is rendered apparent by the number of accidents which occur with vehicles using the roads and in which a tram is generally involved.

When the trams commenced running collisions with rickshaws were of frequent occurrence, but as the car drivers acquired experience and the rickshaw pullers came to realize that more rigid observance of the rule of the road was rendered necessary, if accidents were to be avoided, the number of these has diminished very considerably.

It is not an uncommon sight, however, to see some of the cumbersome trucks at present in use in the streets of the Colony being navigated wearily along the tramway track, and when the approach of a car is impressed by the incessant clanging of the warning gong, upon the unwilling ears of the coolies, the truck is drawn to one side.

"On leaving the concrete surface of the roadway the coolies find that they can no longer biidle the load with ease and every effort is strained to regain the tram track and continue their journey until another interruption of a similar kind takes place.

It often occurs, however, that when the truck is drawn to one side, a portion of the enormous load falls into the street, a wheel breaks under the strain or the truck gets stuck fast in the roadway, and an obstruction to tram traffic results.

It is not often that such occurrences involve

horse-drawn vehicles, as they do not exist in any large numbers in the Colony; they move at a speed more nearly that of a tramcar and are generally under fairly efficient control. Last evening, however, a charry (No. 4) was proceeding along the Praya Euston on the south side of the road. When nearly opposite the French Convent car No. 19 approached, travelling towards East Point on the north tram track. So far as can be ascertained the pony suddenly took fright and ran into the tram which was immediately brought to a standstill, but not before the pony had fallen, the front of the car overhanging it as it lay. After some difficulty Sergeant Fox, who was assisted by others, managed to get the animal to its feet again.

There were no casualties and the damage appears to have been confined to scratched paint work on the panel of the car and a "lightning breaker" removed from its fixing below the car presumably from a kick of the pony. The shaft of the charry was destroyed and the harness ripped. Fortunately, there were no passengers in the charry and in view of possible danger under such circumstances it would be well if it were made obligatory upon carriage owners to carry an attendant to take the pony's head at times of possible danger.

After all it must be admitted that the car drivers are as a body an exceptionally efficient staff of men, and the ordinary traveller must have often observed how exceedingly trying their duties are rendered by the careless, not only of coolies in charge of other wheeled vehicles, but also the apparent stupidity of native pedestrians.

The path of a car is restricted by the rails upon which it runs and it is provided for passenger traffic which invariably should receive preference. The comparative immaturity from accidents of a serious moment which the company enjoys is a matter for congratulation not only to the company itself but to the community which it serves with marked efficiency.

## THE "HONG MOH" RELASSED.

CAPTAIN BAINBRIDGE ACQUITTED ON CHANDU CHARGE.

The *Straits Times* of 15th inst. says:—Mr. J. S. W. Arthur, the Fourth Magistrate, concluded, yesterday afternoon, the case against Captain Bainbridge, of the local steamer *Hong Moh*, who was charged with being master of a ship used for the importation of chandu.

Mr. F. M. Elliot, who appeared for the Captain, said that the Government Analyst had found that the chandu weighed 9.49 tahls and the dress 3.33 tahls, making a total of 98.42 tahls.

Mr. G. S. Carver, for the Opium Farm, held that the Captain was none the less liable. The fact that the chandu found did not equal 100 tahls, which he now admitted, did not clear the accused. The Ordinance merely said that the discovery of too tahls was to be held as prima facie evidence of its importation.

Mr. Elliot contended that when the total was less than 100 tahls, the onus rested upon the prosecution to prove that there was complicity on the part of the Captain or crew. This had not been proved.

Mr. Carver was quite prepared to admit that there had been no complicity on the part of the Captain.

The Magistrate acquitted the Captain, and ordered the immediate release of the steamer that she might sail that evening.

THE GERMAN EMPEROR HAS CONFERRED UPON MR. C. STEPHARIUS, OF THE FIRM OF BUCHMEISTER AND CO., THE FOURTH CLASS OF THE ORDER OF THE RED EAGLE, IN ACKNOWLEDGMENT OF THE GREAT SERVICES WHICH MR. STEPHARIUS HAS RENDERED TO GERMAN INTERESTS IN SHANGHAI DURING RECENT YEARS. MR. STEPHARIUS HAS BEEN FOR SOME YEARS PRESIDENT OF THE GERMAN CLUB CONCORDIA, THE NEW PREMISES OF WHICH WERE BUILT DURING HIS TERM OF OFFICE. HE WAS ONE OF THE FOUNDERS OF THE DEUTSCHE KONZERN VEREIN AND HAS BEEN

CHAIRMAN OF ITS COMMITTEE EVER SINCE, EXCEPT DURING ONE YEAR SPENT ON SAILFORTH IN EUROPE.

FOR MANY YEARS ALSO MR. STEPHARIUS HAS BEEN ANTECEDENTLY, AND STILL BELIEVES, TO THE COMMUNITIES OF THE GERMAN CHURCH, GERMAN ASSOCIATION, GERMAN A. D. C., ETC.; IN FACT HIS NAME IS CONNECTED WITH NEARLY EVERY UNDERTAKING OF OUR GERMAN FELLOW-RESIDENTS IN SHANGHAI. THE DECORATION IS, THEREFORE, HEARTILY WELCOMED BY ALL THE GERMAN COMMUNITY WHICH FINDS ITSELF INCLUDED IN THE HONOUR CONFERRED UPON MR. STEPHARIUS.—*W. G. News.*

## SHOCKING SUICIDE AT SHANGHAI

## PATIENT'S LEAP FROM HOSPITAL VERANDAH.

A shocking case of suicide occurred at the General Hospital shortly after daylight this morning, reports the *Shanghai Mercury* of 17th inst., one of the patients, while in a state of temporary insanity, throwing himself from the third floor verandah to the basement below—a distance of between 50 and 60 feet—thus meeting almost instantaneous death. The details of the sad occurrence are exceedingly painful to relate. The unfortunate victim is Cecil Scott Napier, a young Englishman employed in the Indo-Chinese Staff of the I. M. Customs. He was about thirty years of age and was admitted to the hospital about ten or twelve days ago, suffering from dysentery, having come from his post at Wenchow for treatment. With careful attention, however, he had partially recovered from the dysentery, when he was attacked with fever. For the past few days he had been very restless, and yesterday he handed his keys, etc., to Dr. Gangroje, and at the same time it is believed something was said about his will. Last night he spent in an unusually restless manner and the sister had to watch over him nearly the whole time. He made many rambling statements, one of which was to the effect that the sister would not see him alive again after 5 o'clock this morning. Thinking the deceased was in a state of drowsiness, she paid little or no attention to his remarks.

At about half-past six, however, in the temporary absence of the sister, the deceased left his room (number eighteen), which is situated at the west corner on the third floor, and went out to the verandah, where he was seen by a patient named Wetman to mount a long cane chair and lean over the verandah railing which is between three and four feet high.

Before any alarm could be given, the unfortunate man had toppled over and fell head first to the ground below. The falling was witnessed by a boy from the wash-house and the alarm was at once given.

On one of the sisters' arrival at the scene she found the patient lying in a pool of blood with his brains dashed out. He was at once picked up and conveyed inside, but all efforts to aid him were in vain, for he had already expired.

The deceased joined the Customs service in September, 1898, and had been stationed at various ports, one of his last being Tengyueh, at which port he was stationed when he went home on leave last year. He returned to China in April of this year, and was then appointed to Wenchow as second assistant C. He was well thought of in the service and as a mark of appreciation he was decorated with the Civil rank of the fourth class on the 5th April, 1904.

The funeral will take place at the Bubbling Well Cemetery to-morrow afternoon.

## THE YUNG OPENED.

Information of the shocking occurrence was conveyed to H. B. M.'s Consulate at 9 a.m., and after disposing of the morning's police court business, the Coroner (Mr. G. W. King) proceeded to the General Hospital and at 11.30 a.m. opened the inquest.

The body was lying in the hospital mortuary where a post-mortem examination had just been made by Drs. Billingshurst and Gangroje. The Coroner viewed the body in the presence of Victor Motta, who afterwards gave evidence of identification. He deposed that he was a dresser at the General Hospital and recognized the body just viewed as that of Cecil Scott Napier, a patient in the first-class ward of the hospital. He had been attending the deceased for the past ten days and last saw him alive yesterday at 4.30 o'clock in the afternoon.

The Coroner took no further evidence, but adjourned the inquiry to H. B. M.'s Consulate General on Tuesday next at 2.15 p.m.

## A TAIR OF THE SEA.

LIGHTHOUSE KEEPERS ON VERGE OF STARVATION.

A story that was brought to Shanghai by the passengers of the steamer *Kingsley*, which reached port on Thursday, shows that the life of a keeper of a lighthouse on the China coast is not a bed of roses by any means, says the *Shanghai Times* of 17th inst.

At about 4 a.m. on the morning of the 14th, while the *Kingsley* was proceeding down the coast, and opposite the island of Shawishan, on which is a light-house, signals of distress were observed from that establishment. The ship was slowed down and when the signals were repeated she turned toward the island and attempted to send a boat ashore; such a very heavy sea was running at the time that the *Kingsley* had great difficulty in even approaching the island, and it required a great deal of time and maneuvering to get close enough to attempt to communicate. But after a while the boat was finally got off, manned by four Chinese and a foreign officer, and its crew landed on the island, and here they learned the reason why they had been signaled. The lighthouse-keeper stated that he and those along with him, some 8 or 10 in number, were entirely without food and on the verge of starvation.

He said, also, they had not had any communication with the mainland for 54 days. It was quite clear to the landing party that the island party were suffering from lack of nourishment, and as quickly as the boat could return to the ship and report the nature of the trouble a boatload of supplies were sent to the island. The boat was then reboated on board and the *Kingsley* proceeded on her way to this port.

A reporter for the *Shanghai Times* visited the office of the Coast Inspector and endeavored to ascertain what information that department could furnish regarding the incident, but while the reporter was very courteously received, the official with whom he talked declined to make a statement for publication.

When asked if he would give the name of the lighthouse-keeper, he said that he thought it would serve no purpose to do so.

THE CHINESE MISSION IN TOKYO.

On the evening of the 12th instant Count Konura, Minister of Foreign Affairs, gave a dinner at his official residence in honour of H. E. Tang Shao-yi and party. There were present upwards of thirty gentlemen, including, in addition to the guests of honour, all the Ministers of State, the Chinese Minister, and other members of the Chinese Legation.

## To-day's Advertisements.

## WANTED.

SECOND-HAND VISIBLE TYPE WRITING MACHINE.

Apply—

A. E. 21,  
C/o Hongkong Telegraph,  
Hongkong, 22nd October, 1908. [936]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

VISIT OF THE UNITED STATES' FLEET TO AMOY.

If sufficient inducement offers, the Company will despatch a steamer direct to AMOY on or about TUESDAY, 27th instant, to lay over at Amoy during the stay of the Fleet (about 7-8 days).  
For terms inclusive of passage and living on board, apply to

DOUGLAS LAPRAIK & Co.,  
General Managers.  
Hongkong, 22nd October, 1908. [938]

ALSO  
One POLYPHON (in Good Order and Condition), Two COTTAGE PIANOS, AND  
A Number of VALUABLE PAINTINGS.

TERMS.—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 22nd October, 1908. [931]

THE COMPRODOR DEPARTMENT.

E. D. Sassoon & Co.,  
Queen's Road Central.  
Hongkong, 1st October, 1908. [938]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st October, 1908. [931]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st October, 1908. [931]

TO LET.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 108, DES VEURS ROAD next to the Hongkong Hotel.

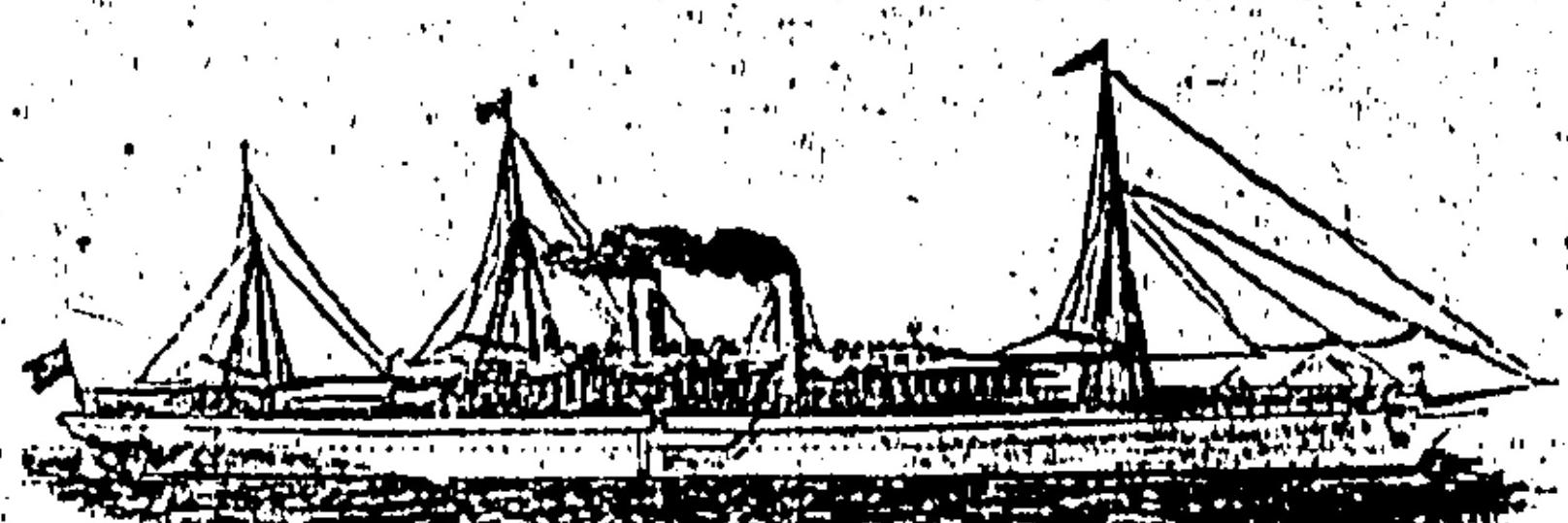
FLATS in MORETON TERRACE, NO. 10, DES VEURS ROAD CENTRAL, 1st Floor.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.

Hongkong, 1st October, 1

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

13 Days YOKOHAMA to VANCUGVER. 21 Days HONGKONG to VANCUGVER

## PROPOSED SAILINGS.

(Subject to Alteration)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCUGVER
"GLENFARG"	3,647	WEDNESDAY, Oct. 28th	Nov. 25th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPEROR OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,163	SATURDAY, Dec. 12th	Jan. 5th, 1909
"EMPEROR OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPEROR OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
"EMPEROR OF CHINA"	6,000	SATURDAY, Feb. 13th	March 6th
S.S. "GLENFARG"			
"EMPEROR"			
S.S. "MONTEAGLE" and "GLENFARG"			

"GLENFARG" is a Freighters only and does not carry Passengers.

"EMPEROR" steamships will depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCUGVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways... £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. GRADDICK, General Traffic Agent for China, &amp;c., Corner Fudder Street and Praya, Opposite Black Pier.

15.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

STEAMSHIP		ON
SHANGHAI VIA SWATOW	FOOSHING	FRIDAY, 21st Oct., Noon.
SANDAKAN	MAUSAUNG	FRIDAY, 23rd Oct., Noon.
CHUYSANG	SATURDAY, 24th Oct., Noon.	
TIENTSIN V. SWATOW & CHEFOO	CHEONGSHING	SATURDAY, 24th Oct., 4 P.M.
& MOU	FOOSANG	WED'DAY, 28th Oct., Noon.
YOKKAICHI & KOBE	ONSANG	WED'DAY, 28th Oct., Noon.
MANILA	YUNTSANG	FRIDAY, 30th Oct., 4 P.M.
SINGAPORE, PENANG & CALCOUTTA	KUTSANG	SATURDAY, 31st Oct., 1 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers Kutsang, Namang and Kookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Venise Ports, Chefoo, Tientsin &amp; Newchwang.

Taking cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LTD.,

Telephone No. 61, Hongkong, 21st October, 1908.

General Managers.

[10]

CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATION:

STEAMSHIP	TO SAIL-	ON
HOIHOW, PAKHOI & HAIPHONG	"CHIRLI"	23rd Oct., 8 A.M.
SWATOW, TSINGTAU, WEIHAIWEI,	"KUEICHOW"	23rd 2 P.M.
CHEFOO & TIENTSIN	"KUOKHANG"	26th 4 P.M.
SHANGHAI	"KUOKHANG"	26th 4 P.M.
NEWCHWANG	"KWEIYANG"	26th "
MANILA	"TAMING"	27th "
MANILA, ZAMBOANGA, PORT DAR-	"CHANGSHA"	21st Nov., "
WIN, THURSDAY 1st & AUSTRALIA		

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

AGENTS.

Telephone No. 36, Hongkong, 22nd October, 1908.

[13]

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ZAFIRO	3,540	R. Rodger	MANILA	SATURDAY, 24th Oct., at Noon.
RUBI	3,540	Almond	"	SATURDAY, 31st Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES &amp; CO.,

GENERAL MANAGERS.

Wednesday, 10th October, 1908.

[14]

## Shipping—Steamers.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM

FOR  
STRAITS, Ceylon, Australia, India,  
Aden, Egypt, Mediterranean  
Ports, Plymouth and  
London.(Through Bills of Lading issued for BATAVIA,  
Persian Gulf, CONTINENTAL, AMER-  
ICA and SOUTH AFRICAN PORTS.)

## THE Steamship

## "ASSAYE."

Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 31st October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's SS. *Melton*, 15,000 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

SIK and Valuables, all Cargo for France, and Tea for London (under arrangement to be transhipped to Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed direct by the R.M.S. Macedonia, due in London on 12th December, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
K. A. HEWETT,  
Superintendent.

Hongkong, 19th October, 1908.

## Shipping—Steamers.

## FOR SHANGHAI

## THE Steamship

## "ARRATOON APCAR."

Capt. A. Stewart, will be despatched for the above Port on SATURDAY, the 24th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to  
DAVID SASOON & CO., LIMITED,  
Agents.  
Hongkong, 21st October, 1908. [15]

FOR SINGAPORE, PENANG AND  
CALCUTTA

## THE Steamship

## "GREGORY APCAR."

Captain S. H. Balson, will be despatched for the above Ports, on SATURDAY, the 24th instant, at Noon.

For Freight or Passage, apply to  
DAVID SASOON & CO., LIMITED,  
Agents.  
Hongkong, 19th October, 1908. [15]

COMPAGNIE DES MESSAGERIES  
MARITIMES.FOR SHANGHAI, KOBE AND  
YOKOHAMA.

## THE Company's Steamship

## "TOURANE."

Captain Lancelot, will be despatched for the above Ports on or about the 26th instant.

For Freight or Passage, apply to  
P. NALIN,  
Acting Agent.

Hongkong, 19th October, 1908. [14]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,VIA PORTS AND SUZU CANAL,  
(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK:

## S.S. "PATHAN" ..... 3rd Nov.

## S.S. "WRAY CASTLE" ..... 1st Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 21st October, 1908. [16]

## THE Steamship

## "EASTERN."

Captain Hood, will be despatched as above on THURSDAY, the 12th Nov., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 21st October, 1908. [14]

## NORTHERN PACIFIC LINE

## Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY  
COMPANY.33, QUEEN'S ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.

## [16]

## Tsin Ting.

## LATEST METHODS OF DENTISTRY.

## STUDIO AT NO. 14, DAQUILAR STREET.

## FAREWELL TO DR. SVEN HRDIN.

Dr. Sven Hedin, the explorer, has had a very touching farewell by his old Ladakhi servants who accompanied him to Simla. They wept copiously when the moment came for saying good-bye. Dr. Sven Hedin presented them with the remaining animals of his caravan; weapons, tents and camp equipment which was of any service, and the Ladakhis returned to their own country comparatively rich men.

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. ....	1.93/6
Do, demand....	1.94/
Do, 4 months' sight .....	1.96/
France—Bank T.T. ....	2.28/
America—Bank T.T. ....	4.23/
Germany—Bank T.T. ....	1.80
India T.T. ....	1.31
Do, demand....	1.33
Singapore—Bank T.T. ....	.75
Singapore—Bank T.T. per H.K. Sico .....	.76
Japan—Bank T.T. ....	.86
Java—Bank T.T. ....	1.67
4 months' sight L/C ....	1.97
5 months' sight L/C ....	1.98
10 days' sight San Francisco & New York .....	.44/
4 months' sight " do .....	.28/
10 days' sight Sydney & Melbourne .....	.91
4 months' sight France .....	.26/
6 months' sight " do .....	.28/
4 months' sight Germany .....	.84/
Ba Silver .....	.23/16
Bank of England rate ....	2%
Scotia ....	\$1.25

## SHIPPING AND MAIIS

## MAILS DUE.

French (*Tourane*) 26th inst.  
Canadian (*Empress of Japan*) 28th inst.

The s.s. *Dembigshire* left Singapore on 21st inst., moribund, and is due here on 28th inst., morning.

The T. K. K. ss. *Tenyo Maru*, with the American Mail from San Francisco on 25th ult., will be due to arrive in Hongkong on 23rd inst., at p.m.

The M. C. O.'s.s. *Toufone* with the French mail of the 27th ult., and mails from London of the 6th ult., left Saigon on 23rd inst., at noon, and may be expected to arrive here on 26th inst., and will leave for Shanghai and Japan on the same afternoon.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 22nd at 11.50 a.—Pressure, which remains in moderate defect of the normal over Central China, has a tendency to give way still further at the Yangtze stations.

A shallow depression appears to be moving Eastwards to the North of the Bonins, while high pressure still covers E. Japan.

Moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, .00 inches.

## FORECAST.

1.—Hongkong and Neighbourhood, N.E. winds, moderate; fine.

2.—Formosa Channel; same as No. 1.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

## Shipping.

## Arrivals.

Zieten, Ger. s.s., 4,088, F. Probst, 21st Oct.—Yokohama 10th Oct., via Shanghai and Foochow 20th, Tea, Mails and Gen.—M. & Co.

Cheung Shing, Br. s.s., 1,256, V. McClymont-Liddell, 21st Oct.—Tientsin via Ports 14th Oct., Gen.—J. M. & Co.

Kueichow, Br. s.s., 1,215, G. Hooker, 21st Oct.—Swatow 21st Oct., Gen.—B. & S.

Kleist, Ger. s.s., 5,123, R. Meyer, 22nd Oct.—Hamburg 10th Sept., and Singapore 17th Oct., Mails and Gen.—M. & Co.

Kuklaeg, Br. s.s., 1,228, H. A. Wavell, 22nd Oct.—Amoy 20th Oct., Gen.—B. & S.

Culgan, Am. transp't, 2,500, Connolly, 22nd Oct.—Manila 19th October.

Wongkoi, Br. s.s., 1,115, W. Reiter, 22nd Oct.—Bangkok 13th Oct., and Kohsichang 15th Oct., Rice and Gen.—B. & S.

Daijin Maru, Jap. s.s., 1,000, I. Sakurai, 22nd Oct.—Tamsui 19th Oct., Gen.—O. S. S.

Mathilde, Ger. s.s., 831, A. P. Uldrup, 22nd Oct.—Pahki and Hoitow 21st Oct., Gen. and Pigs.—J. & Co.

Kaljan, Br. s.s., 1,143, R. L. Lewis, 22nd Oct.—Nanchwang and Chefoo 17th Oct., Beans and Gen.—B. & S.

Indrasi, Br. s.s., 3,236, Lewis, 22nd Oct.—Nanchwang 14th Oct., and Chefoo 17th Oct., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Marts for Nanchwang;

Tjipase, for Batavia.

Pakhol, for Bangkok.

Zieten for Singapor.

Helens, for Swatow.

Kuklaeg, for Canton.

Mawang, for Sandakan.

Kleist, for Shanghai.

## Departure

Oct. 22.

Zieten, for Europe.

Bulson Maru, for Swatow.

Pakhol, for Bangkok.

Yokow, for Ningpo.

Marts, for Nanchwang.

Helens, for Swatow.

Gilman, for Macassar.

Passengers arrived.  
Per *Mathilde*, from Hoitow—Messrs. Wedmann and Beitens.

Per *Chongkien*, from Tientsin, &c.—Major Brodgen, Captain Crichton, and 150 time-expired Cameron Highlanders.

Per *Zieten*, for Hongkong from Yokohama—Miss S. M. Comey, and Mr. Po Kut Tong. From Kobe—Messrs. Scott, Harston, T. S. Hart, Vogelsang, C. de Mizon, A. Hale, S. T. Archer, Mr. H. M. Lomas, Miss Nora Tegen, Mr. E. A. Thaver, Mr. and Mrs. C. T. Osius, Messrs. Ch. McKay and Low-Sing Haun. From Nagasaki—Mr. and Mrs. Olof Hickcox, Mr. T. Hayashida, Miserae Hide Hayashida, Teisai Baba, Messrs. The Liang Tik, Tong Sow Kan, R. Nose and S. Usui. From Shanghai—Messrs. T. M. Cann, H. Totten, C. Radburn, M. Shirai, Mr. Montague Davis, Collmann, L. Mandica, Mr. and Mrs. Blauch, Maxine Edw. Pastor, Ch. Ober, Mrs. Mathieu, Mrs. Thomas Phillips, Mrs. Russell, and party, Messrs. L. Schley, W. Laurence, T. Ligal, Ball, and Mrs. B. Sigmund.

Per *Kleist*, for Hongkong from Hamburg—Miss H. Gorefeld, and Mr. Albert Sold. From Southampton—Miss. L. Underhill, Messrs. A. Josseland, James Henderson and David Ritchie. From Genoa—Misses—T. L. Chandon, Messrs. T. Elkland, party, C. Kraft, G. Bornard, Karl Fritz, Karl Richenbacher, F. Gomez, Herm Schneider, H. Ventzke, F. Petrie, P. A. Espard, and party, Misses A. Villets and E. Mendes. From Naples—Mr. I. Syrap. From Colombo—Mr. H. H. Hockings, Mr. P. Poisin, Messrs. Pon Shing and party, Lee Foo, Hoo Chook and party, T. Joseph, Chiu Pin, Y. Fee and children. From Penang—Messrs. V. Reckon, Moy Sieg and Low Choo Wing. From Singapore—Mr. L. Lock, Mr. and Mrs. Loo Teng and servant, Messrs. Cheong Sui Yu, Loi Yu Kuan, Chan Sang, Tong L. Sun, S. Yoshida, G. D. Melville, Misses J. C. Castle, F. H. Wilcox, Miss A. Dai, Messrs. R. M. S. Ali, J. K. Wab, T. K. Hang, L. T. Ugang, L. T. Lim, Goh Teo Chuan, T. H. Roobie and D. H. Perkins.

## Passengers departed.

Per *Zieten*, for Bremen, &c.—Mr. and Mrs. Edward Ambrose, Mr. Geo. Armstrong, Dr. and Mrs. J. L. Bulkey, Capt. Bendixen, Mr. and Mrs. H. L. Christie, Dr. Daumiller, Mr. and Mrs. Davies, Messrs. Davies, Jr., C. Decker, S. A. Doetsch, E. F. Precht, H. Friedlander, Miss Fleck, Mr. and Mrs. W. F. Gaymann, and 2 children, Mr. S. C. Gomes, Rev. Hitt and child, Mr. C. Illien, and family, Mr. and Mrs. Mercer G. Johnston, Rev. Lovier, Mr. C. Lahay, Mr. Lane and children, Messrs. Leidecker, Fr. Mecke, T. R. Maxim, Mody and family, Mr. and Mrs. Odell and child, Mrs. Jos. Pementon, Mr. Wm. Postisch, Messrs. Stalman and family, Ed. Schmidt, Mr. and Mrs. A. B. Venale, Mrs. Woudie, and Mrs. A. E. Wells.

## Shipping Reports.

St. Cheone Shing, from Tientsin via Ports:—Light monsoon and smooth sea throughout.

St. Kitakuni, from Amoy—Fine weather throughout the voyage; passed a submerged junk off Pongmi Port.

## VESSELS IN PORT.

## STEAMERS.

Arrivation, Appear, Br. s.s., 3,031, A. Stewart, 20th Oct.—Calcutta via Panang and Singapore 4th Oct., Gen.—D. S. & Co. Ltd.

Avalon, Br. s.s., 2,366, Home, 10th Oct.—Philadelphia 15th Aug., and Sabang 20th Sept., Kerosine Oil—S. O. Co.

Bourbon, Fr. s.s., 997, Le Beau, 12th Oct.—Saigon 7th Oct., Gen.—Man Fat.

Foolong, Br. s.s., 4,423, E. Woolley, 21st Oct.—Candia 21st Oct., Gen.—J. M. & Co.

Forest Dale, Br. s.s., 2,280, Noall, 16th Oct.—Tourahay 28th Oct.—Sugar—B. & S.

Glenfar, Br. s.s., 2,350, H. W. L. Holman, 21st Oct.—Shanghai 18th Oct., Gen.—C. P. R. Co.

Gregory, Appear, Br. s.s., 2,001, S. H. Belson, 9th Oct.—Yokohama and Moji 14th Oct., Gen.—D. S. & Co. Ltd.

Haitian, Fr. s.s., 475, O. Hdeq, 10th Oct.—Hoitow 18th Oct., Gen.—A. R. M. & Co.

Horatio, Br. s.s., 1,183, J. S. Roach, 2st Oct.—Fochow 18th Oct., Amoy 10th, and Swatow 20th Gen.—D. L. & Co.

Iopang, Br. s.s., 1,359, J. M. Hay, 10th Oct.—Sourabaya 4th Oct., and Pulo Laut 7th Oct.—Sugar—J. W. & Co.

Kong-wei, Wai, Ger. s.s., 1,100, J. K. Kholes, 10th Oct.—Bangkok and Swatow 9th Oct., Rice and Meal—B. & S.

Kohsichang, Ger. s.s., 1,292, C. Rosiesky, 20th Oct.—Bangkok 12th Oct., Rice—B. & S.

Laoeris, Br. s.s., 1,160, C. Frampton, 12th Oct.—Saigon 7th Oct., Gen.—Fat Slag.

Landrat Scheff, Ger. s.s., 1,017, Y. Grandi, 11th Oct.—Salina Citu and Yoko-hama, Fallast—C. C. S. S. Co.

Mausang, Br. s.s., 1,644, G. S. Weigall, 8th Oct.—Sandakan 3rd Oct., Timber, and Gen.—J. M. & Co.

McLeod, Ch. s.s., 1,339, J. McArthur, 21st Oct.—Swatow 21st Oct., Gen.—C. M. S. N. & Co.

Mitsubishi, Br. s.s., 1,215, G. Hooker, 21st Oct.—Tientsin via Ports 14th Oct., Gen.—B. & S.

Kleist, Ger. s.s., 5,123, R. Meyer, 22nd Oct.—Hamburg 10th Sept., and Singapore 17th Oct., Mails and Gen.—M. & Co.

Kuklaeg, Br. s.s., 1,228, H. A. Wavell, 22nd Oct.—Amoy 20th Oct., Gen.—B. & S.

Culgan, Am. transp't, 2,500, Connolly, 22nd Oct.—Manila 19th October.

Wongkoi, Br. s.s., 1,115, W. Reiter, 22nd Oct.—Bangkok 13th Oct., and Kohsichang 15th Oct., Rice and Gen.—B. & S.

Daijin Maru, Jap. s.s., 1,000, I. Sakurai, 22nd Oct.—Tamsui 19th Oct., Gen.—O. S. S.

Matsuhiko, Ger. s.s., 831, A. P. Uldrup, 22nd Oct.—Pahki and Hoitow 21st Oct., Gen. and Pigs.—J. & Co.

Kaljan, Br. s.s., 1,143, R. L. Lewis, 22nd Oct.—Nanchwang and Chefoo 17th Oct., Beans and Gen.—B. & S.

Indrasi, Br. s.s., 3,236, Lewis, 22nd Oct.—Nanchwang 14th Oct., and Chefoo 17th Oct., Gen.—J. M. & Co.

Clearances at the Harbour Office.

Marts for Nanchwang;

Tjipase, for Batavia.

Pakhol, for Bangkok.

Yokow, for Ningpo.

Marts, for Nanchwang.

Helens, for Swatow.

Kuklaeg, for Canton.

Mawang, for Sandakan.

Kleist, for Shanghai.

## SAILING VESSELS.

Daylight, Br. ship, 3,060, V. Bryde, 9th Oct.—Yokohama 16th Sept., Balast—S. O. Co.

Eclipse, Br. armasted bark, 2,068, J. White

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE &amp; CO. Corrected to noon; Inter alia given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION, LESS THAN YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$250,000}	\$2,005,274	{ Interim of £2 for first half year @ ex 1/9/-=\$21,942 .....	5% .....	\$800 London £80
National Bank of China, Limited	99,925	£7	£6	{ £4,000 \$10,000}	\$10,223	\$2 (London 3/6) for 1903 .....	... .....	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$19,058 \$40,050 \$15,000}	none	\$20 for 1906 .....	10% .....	\$200
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 48,942}	Tls. 204,424	Interim of 7/6 ex 2/5 for 1907 .....	6% .....	Tls. 82 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$3,000,000 \$302,428 \$149,005 \$32,049 \$1,000,000 \$100,032 \$85,157 \$1,000,000}	\$2,506,012	{ Final of \$15 making \$45 for 1906 and Interim of \$20 for 1907 .....	5% .....	\$785
Yangtze Insurance Association, Limited	12,000	\$100	\$60		\$591,763	\$12 and bonus \$3 for 1906 .....	9% .....	\$167½ sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,500,000 \$13,802}	\$372,432	\$6 and bonus \$2 for 1906 .....	8½% .....	\$56
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,233,941}	\$428,027	\$27 for 1906 .....	8% .....	\$335
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	£15	£5	{ \$7,000 \$564,638 \$99,007 \$200,000}	\$1,035	\$1 for 1906 .....	... .....	\$15
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$207,500 \$81,766}	none	1/2 or year ending 30.6.08 .....	7½% .....	\$348
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	£15	£5	{ \$17,555 \$10,000}	117,755	\$1½ for first half-year ending 30.6.08 .....	7½% .....	\$288 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £42,000}	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3,154 .....	5% .....	\$35
Do. do. (Deferred)	60,000	£5	£5					\$20
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$123,000 \$100,000}	Tls. 14,510	Interim of Tls. 1½ for account 1908 .....	7½% .....	Tls. 46 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ \$65,000 \$47,221}	£63,877	Final of 5/- making 3/- for 1907 and 10/- term of 1/- (No. 10) for a/c 1908 .....	6% .....	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000}	\$98	(\$1.00) for year end 1/10 = 10.4.1908 .....	4% .....	\$25
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000 \$16,000 \$17,142 \$22,538}	Tls. 6,869	Final of Tls. 1½ making Tls. 5 for 1907 .....	11% .....	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$144,000 \$56,848 none}	Dr. \$279,371	\$8 for year ending 31.12.07 .....	... .....	\$120
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$15,100,000}	Dr. \$135,131	1/3 in 1907 .....	... .....	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000}	Tls. 1,973	Tls. 1 (8%) if year ending 31.8.06 .....	... .....	Tls. 90 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	300,000	£1	£1	{ £150,000 £12,893}	£11,556	Interim of 1.6 (No. 10) for account 1908 .....	7½% .....	Tls. 162 sellers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £18,100 £12,893}	Dr. £2,191	No. 17 of 1/1=48 ents .....	... .....	\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$15	\$15	{ \$53,601}	\$3,726	£1.75 for year ending 31.12.06 .....	... .....	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£10	£10	{ £10,000 \$16,806 \$49,000 \$76,191}	\$3,556	Final of £1½ making £3 1/2 for 1907 .....	7% .....	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ \$20,000 \$18,847}	none	Interim of \$4 for account 1908 .....	8½% .....	\$93 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000}	Tls. 33,742	{ Final of Tls. 2½ making £1 all. Tls. 5 for year ending 30.6.08 .....	6% .....	Tls. 82 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 697,257 Tls. 75,000 Tls. 155,000}	Tls. 12,626	Interim of Tls. 4 for account 1908 .....	5% .....	Tls. 355 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$10,000 \$1,025}	Dr. £6,531	Tls. 6 for 1907 .....	6% .....	Tls. 98
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$25,000 \$15,000 \$1,025}	Dr. £12,200	£2½ for year ending 30.6.07 .....	... .....	\$16 buyers
Central Stores, Limited	10,000	£15	£15	{ \$25,000 \$15,000 \$1,025}	Dr. £14,787	\$1.80 for 1906 .....	... .....	\$77 buyers
Hongkong Hotel Company, Limited	10,000	£50	£50	{ \$25,000 \$15,000 \$1,025}	£16,039	Interim of 3/- for account 1908 .....	8% .....	\$27
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$217,426 \$30,000}	£36,915	Interim of \$3½ for account 1908 .....	7½% .....	Tls. 115 buyers
Humphreys Estate & Finance Company, Limited	50,000	\$100	\$100	{ \$46,621 \$10,000}	£4,621	70 cents for 1907 .....	7½% .....	\$27
Kowloon Land and Building Company, Limited	1,000	\$50	\$50	{ \$10,000}	£1,553	\$1½ for 1907 .....	6½% .....	Tls. 115 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 \$50,000}	Tls. 107,547	Interim of Tls. 3 for account 1908 .....	7% .....	Tls. 235 sales
West Point Building Company, Limited	12,500	\$50	\$50	{ none}	£1,541	Interim of \$2 for account 1908 .....	9% .....	\$46
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,039 \$20,000}	Tls. 5,807	Tls. 2½ for year ended 31.10.1907 .....	4% .....	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ \$20,000 \$10,000}	£9,553	50 cents for year ended 31.7.8 .....	4½% .....	\$10
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 none Tls. 28,257}	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8%) .....	... .....	Tls. 63 sellers
Laon-kang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none}	Tls. 6,308	1/3 for 1906 .....	... .....	Tls. 75 buyers
Soy Choo Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 10,000}	Tls. 10,002	Tls. 50 for 1906 .....	... .....	Tls. 235 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£1/6	£1/6	{ £1,500 £12,000 £12,000}	£1,48	10½ per share for 1907 = \$1,037 .....	13½% .....	\$7½ sales
China-Borneo Company, Limited	10,000	£12	£12	{ £1,500 £12,000 £12,000}	£1,20	£1.20 for 1907 .....	12% .....	\$6
China Light and Power Company, Limited	10,000	£10	£10	{ £1,500 £12,000 £12,000}	£1,00	60 cents for year ended 28.2.06 .....	... .....	\$94
China Provident Loan & Mortgage Company, Ltd.	15,000	£10	£10	{ £1,500 £12,000 £12,000}	£1,00	80 cents for 1907 .....	8½% .....	\$9 buyers
Dairy Farm Company, Limited	25,000	£7½	£7½	{ £1,500 £12,000 £12,000}	£1,00	£1.30 for year ending 31.7.07 .....	13% .....	\$28
Green Island Cement Company, Limited	400,000	£10	£10	{ £1,500 £12,000 £12,000}	£1,028	Interim of 40 cents for account 1908 .....	10% .....	\$100 sales
H. Price & Company, Limited	12,000	£10	£10	{ £1,500 £12,000 £12,000}	£1,028	75 cents for 9 months ending 31.12.07 .....	8% .....	\$12 buyers
Hall & Holt, Limited	11,000	£20	£20	{ £1,500 £12,000 £12,000}	£18,957	£2 for year ending 28.2.08 .....	10% .....	\$20 buyers
Hongkong Electric Company, Limited	60,000	£10	£10	{ £1,500 £12,000 £12,000}	£18,957	£1 and bonus 20 cts for year ending 29.2.08 .....	6½% .....	\$235
Hongkong Ice Company, Limited	5,000	£25	£25	{ £1,500 £12,000 £12,000}	£24,528	Interim of £1 for account 1909 .....	8½% .....	\$25
Hongkong Rope Manufacturing Company, Ltd.	63,000	£10	£10	{ £1,500 £12,000 £12,000}	£28,192	Interim of £1 for account 1908 .....	8½% .....	\$25
Maatschappij tot Mijn-, Bosch- en Landbouwzaak in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,003}	Tls. 17,127	Interim of Gs. 10 for 2nd quarter .....	5½% .....	Tls. 635 sales
Peak Tramways Company, Limited	25,000	£10	£10	{ £5,000 £1,500 £1,500}	£7,471	60 cents on fully paid shares and 6 cents on .....	6% .....	\$14
Peak Tramways Company (new)	50,000	£10	£10	{ £5,000 £1,500 £1,500}	£7,471	£1 paid shares for year ending 30.4.08 .....	4% .....	\$2
Philippine Company, Limited	75,000	£10	£10	{ £5,000 				